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GULFSTREAM APPROVES DESIGN STUDY OF NEW BUSINESS JET

Commander Division of Gulfstream American has been given the go-ahead for an in-depth design and development study of a completely new twin-engine Commander business jet. The new aircraft would be based on the design of the company's Peregrine military trainer *(see photo on the back of Page 154),* but officials emphasized that the commercial aircraft program is not dependent upon the Peregrine winning a military contract.

Robert H. Cooper, vice president-marketing at the Commander Division, told *BA* Friday the proposed aircraft would be smaller than jets currently available and would provide "better performance than anything in the lower end of the jet line," as well as better fuel economy. The design/development study, which is expected to take six months to complete, follows informal discussions with potential customers that Cooper said indicated considerable interest in such an aircraft. The six-seven-place aircraft would be powered by two 1,500-pound thrust engines. Powerplants under consideration include the Garrett TFE76 and the Williams (civilian version) FJ44, both of which are still undergoing testing.

Cooper, who emphasized that Gulfstream is not committing itself to production at this time, said the company has an "excellent basis" from which to pursue the program because of work done in the last four to five years on the Hustler and Peregrine aircraft. If Gulfstream does decide to build such an aircraft, Cooper said first deliveries would probably occur in 1986.

STILLWELL REPLACES COMBS AS PRESIDENT OF GATES LEARJET

Bermar S. (Bib) Stillwell, 53, an Australian native who joined Gates Learjet Corp. in 1979 as head of marketing, was named president of GLC last week at the company's annual shareholders meeting in Tucson, Ariz. Stillwell replaces Harry B. Combs, 69, who was named vice chairman of the corporation. Combs, who had been president of GLC since 1971, also was named chairman of the board's executive committee and officials said he will serve as a senior advisor to top management. Combs has been reducing his involvement in day-to-day activities of the company for some time and no major change in the operation of GLC is expected to result. The company announced a series of senior management changes about one year ago *(BA, June 1/170).* Charles C. Gates, 60, will continue as chairman of the board.

Stillwell was named executive vice president of GLC in March *(BA, March 22/90)* and also has continued to serve as general manager of the Aircraft Division. He was recently granted permanent residence in the U.S., clearing his way to serve as an officer of the company.

KASSEBAUM DROPPING AIRPORT DEFEDERALIZATION FROM ADAP PROPOSAL

Sen. Nancy Kassebaum (R-Kan.) said she plans to propose a number of changes in Airport Development Aid Program (ADAP) legislation passed by the Senate Commerce Committee a year ago *(BA, May 4, 1981/137),* including removal of a controversial provision that mandated removal of some airports from participation in the ADAP program. Removal of the defederalization section of the bill is likely to increase chances for passage of ADAP legislation this year.

Kassebaum, chairman of the Senate aviation subcommittee, told reporters last Thursday she plans to work for a five-year program with significantly higher funding for airport grants. Included in the Kasse-

(Continued on the following page)

BUSINESS/PERSONAL AIRCRAFT INDUSTRY — APRIL UNIT SHIPMENTS

Manufacturer	April 82	Cal. Year	Fisc.$ Year
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-C23 Sundowner	1	4	15
BE-A24R Sierra	1	7	9
BE-F33A Bonanza	1	10	25
BE-V35B Bonanza	1	8	13
BE-A36 Bonanza	3	43	104
BE-A36TC Bonanza	15	26	29
BE-77 Skipper	0	1	8
• Multi-Engine			
BE-B55 Baron	1	7	17
BE-E55 Baron	0	2	2
BE-58 Baron	0	13	42
BE-58P Baron	2	9	24
BE-58TC Baron	0	2	3
BE-B60 Duke	1	4	10
BE-76 Duchess	4	12	15
BE-C90 King Air	6	16	35
BE-F90 King Air	4	14	26
BE-C99 Commuter	6	13	27
BE-B100 King Air	0	4	9
BE-200 Super King Air	10	53	107
BE-200C Super King Air C	0	5	9
BE-200T King Air	2	2	4
Total	58	255	533
Manufacturer's Net Billing - $41,332,637			
BRITISH AEROSPACE			
• Multi-Engine			
HS-125-700 Model A	1	6	14
HS-125-700 Model B	1	2	4
Total	2	8	18
BRITTEN-NORMAN (Bembridge) LTD.			
• Multi-Engine			
BN-2 Islander	2	6	12
BN-2T Turbo Islander	0	0	2
Mark III Trislander	0	4	4
Total	2	10	18
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-152	11	86	178
CE-A152 Aerobat	2	7	17
CE-172RG Cutlass	4	39	84
CE-R172 Hawk XP	2	2	5
CE-172 Skyhawk	27	144	319
CE-180 Skywagon	0	0	8
CE-182 Skylane	13	69	142
CE-182 Turbo Skylane	0	7	18
CE-182RG Skylane RG	4	30	45
CE-182RG Turbo Skylane RG	0	11	27
CE-185 Skywagon	6	27	56
CE-188 AGhusky	5	14	34
CE-188 AGtruck	1	10	17
CE-U206 Stationair 6	9	51	101
CE-TU206 Stationair 6	10	40	82
CE-208 Stationair 8	4	10	15
CE-TU208 Stationair 8	2	4	5
CE-210 Centurion	8	28	47
CE-T210 Turbo Centurion	10	43	113
CE-P210 Pressurized Centurion	3	18	40
• Multi-Engine			
CE-303 Crusader	17	67	98
CE-310	0	0	1
CE-T310	0	0	2
CE-335	0	1	2
CE-340	2	14	21
CE-402	0	17	34
CE-404 Titan	1	8	12
CE-414 Chancellor	1	15	32
CE-421 Golden Eagle	0	7	25
CE-425 Corsair	2	18	47
CE-441 Conquest	6	24	47
CE-500 Citation I	2	9	27
CE-550 Citation II	8	37	69
CESSNA/REIMS AVIATION			
• Single-Engine			
CE-F152	3	13	22
CE-FA152 Aerobat	1	2	2
CE-F172 Skyhawk	6	20	24
CE-FR172 Hawk XP	0	4	4
CE-F182 Reims Skylane	0	0	0
CE-F182 Reims Skylane RG	0	0	0
Total	170	896	1,822
Manufacturer's Net Billing - $44,664,352			

Manufacturer	April 82	Cal. Year	Fisc.$ Year
AVIONS MARCEL DASSAULT			
• Multi-Engine			
AD-My.10 Falcon	0	5	9
AD-My.20 Falcon	0	5	10
AD-My.50 Falcon	2	16	24
Total	2	26	43
EMBRAER			
• Single-Engine			
EMB-200	4	12	15
EMB-710 Carioca (PA-28-235 Dakota)	1	6	10
EMB-711 Corisco (PA-28RT-201 Arrow)	8	18	19
EMB-712 Tupi (PA-28-181 Archer II)	1	3	6
EMB-720 Minuano (PA-32-310 Saratoga)	5	8	10
EMB-721 Sertanejo (PA-32R-301 Saratoga SP)	2	8	10
• Multi-Engine			
EMB-110	2	11	33
EMB-121 Xingu	1	2	4
EMB-810 Seneca II	1	10	17
EMB-820 Chieftain	0	0	2
Total	25	78	126
ENSTROM †			
• Helicopter			
F28F	*	*	5
F-28C-II	*	*	2
280C	*	*	0
280F	*	*	1
Total	*	*	8
FAIRCHILD-SWEARINGEN			
• Multi-Engine			
Metro III	0	11	32
Merlin III-C	0	2	11
Merlin IV-C	0	5	11
Total	0	18	54
GATES LEARJET			
• Multi-Engine			
LR-25D	2	3	10
LR-35A	1	13	41
LR-55	2	15	24
Total	5	31	75
GULFSTREAM AMERICAN CORP.			
• Single-Engine			
GR-164 Agcat	4	5	9
• Multi-Engine			
G-47 Cougar	0	0	1
AE-840 Turbo Commander	1	3	13
AE-900 Commander 900	3	6	6
AE-980	0	0	2
AE-1000	3	11	29
GR-1159A Gulfstream III	3	4	13
Total	14	29	73
Manufacturers net billing - $38,131,000			
(Exports: 1 AE-900 to Venezuela and S. Africa			
1 AE-1000 to S. Africa and W. Germany			
1 GR-164 to Portugal and Venezuela			
2 GR-164 to S. Africa			
1 GR-1159A to Bermuda)			
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1124 Westwind	4	14	23
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200 Buccaneer	0	3	13
MAULE AIRCRAFT			
• Single-Engine			
M-5-180C	0	0	2
M-6-235	4	13	18
Total	4	13	20
Manufacturers net billing - $221,406			

† Enstrom figures do not reflect deliveries after 1981